

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN" 2,363 tons Captain H. D. Jones.
 "POWAN" 2,338 " " W. A. Valentini.
 "FATSHAN" 2,360 " " R. D. Thomas.
 "HANKOW" 3,073 " " G. V. Lloyd.
 "KINSHAN" 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons Captain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Wilcox.
 "NANNING" 569 " " C. Butchart.

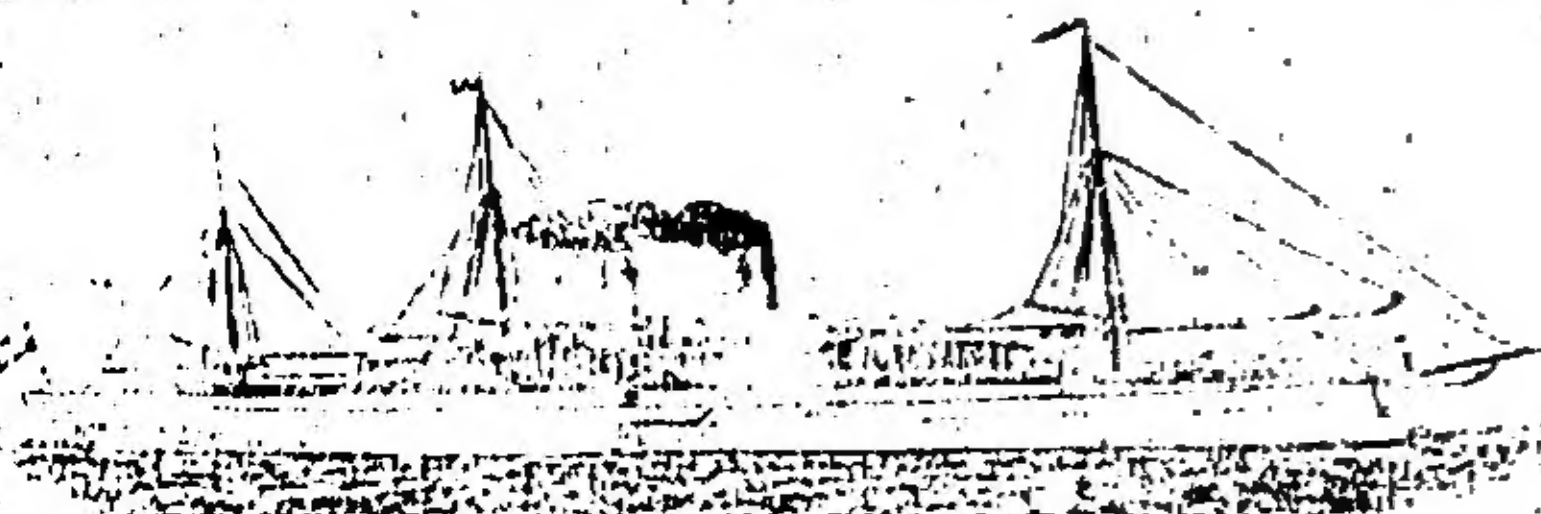
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Sumshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Deshing and Fung-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule. Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
 11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN" 3,882		WEDNESDAY, September 12	October 6
"EMPRESS OF JAPAN" 6,000		THURSDAY, September 27	October 15
"MONTEAGLE" 6,163		WEDNESDAY, October 3	October 27
"EMPRESS OF CHINA" 6,000		THURSDAY, October 25	November 12
"TARTAR" 4,425		WEDNESDAY, October 31	November 24
"EMPRESS OF INDIA" 6,000		THURSDAY, November 22	December 10

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting with a Special Mail Express, and Quebec via the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class 104 St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate £40.
 Steamers, and 1st Class on Railways £42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
 Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.
 First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.
 The Steamer is lit throughout by Electricity.
 The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.,
 Hongkong, 11th August, 1906.

STEAM TO CANTON.

New Twin Screw Steel Steamers

"KWONG CHOW" 1,309 tons T. R. MEAD.
 "KWONG TUNG" 1,338 tons H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
 These Five New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.
 Passage Fare—Single Journey \$4.
 Meals \$1 each.

ALSO
 Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
 1st Class single \$5 with cabin berth \$2.00
 return \$3.00
 Servants' passages must be paid for.
 Breakfast, Tiffin and Dinner \$1.00 each.
 The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LTD., and
 YUEN ON S.S. CO., LTD.,
 No. 8, Queen's Road West.
 Hongkong, 3rd August, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEK, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINCESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 12th day of September, 1906, at Noon, the Steamship SACHSEN, Captain F. von L. Petersen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 10th September, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 11th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 11th September.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Luggage can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.
WILLEHAD	4,763	TUESDAY, 13th November.

ON TUESDAY, the 18th day of September, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.
 The steamer has splendid accommodation and carries a Doctor and a Stewardess. Luggage can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£24. 0. 0.	£18. 10. 0.	£14. 0. 0.	Return £42. 0. 0.	£27. 15. 0.
TO BRISBANE	£33. 0. 0.	£23. 0. 0.	£14. 0. 0.	Return £54. 0. 0.	£36. 0. 0.
TO SYDNEY	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.	Return £59. 10. 0.	£41. 10. 0.
TO MELBOURNE	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.	Return £62. 5. 0.	£44. 5. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
SHANGHAI, NAGASAKI, KORE & YOKOHAMA	GNEISENAU	WEDNESDAY, 12th September.
SHANGHAI, NAGASAKI, KORE & YOKOHAMA	PRINZ LUDWIG	WEDNESDAY, 26th September.
YOKOHAMA & KOBE	PRINZ SIGISMUND	WEDNESDAY, 16th September.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS

Hongkong, 29th August, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lobbers, Scotts, A. I., and Watkins.

Yokohama, May 23rd, 1905.

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JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half September	JAPAN VIA SHANGHAI	First half September
TJILATJAP	JAPAN	First half September	JAVA PORTS	Second half September
TJILIWONG	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAH	JAPAN	Second half September	JAVA PORTS	First half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 23rd August, 1906.

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WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

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BELLE VIEW HOTEL

(Late Metropole Hotel),

SHAUKIWAN ROAD.

UNDER EXPERIENCED EUROPEAN MANAGEMENT.

OPENED ON SEPTEMBER 1ST, 1906.

ON STRICTLY FIRST CLASS LINES.

DELIGHTFUL SITUATION, WATER FRONTAGE,

GIVING FULL VIEW OF BAY.

MEALS A LA CARTE AT ALL HOURS.

PICNIC AND OTHER PARTIES CATERED FOR ON THE SHORTEST NOTICE.

BILLIARDS, BOWLS AND OTHER PASTIMES.

THE PLACE TO SPEND A PLEASANT EVENING.

ARRANGEMENTS FOR PARTIES MAY BE MADE WITH THE MANAGER AT ANY TIME.

SPECIAL CARS will leave HONGKONG HOTEL for BELLE VIEW HOTEL at 5.30, 6.30, 7.00 and 7.30 P.M.

FARE: 20 cents each way.

Hongkong, 6th September, 1906.

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 25, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road,
 Hongkong, 27th November, 1905.

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Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER.

**SPARKLING
INVIGORATING
HEALTH-GIVING.**

During the Hot Damp
Weather when Heavy
Drinks are out of the
Question one's thoughts
naturally turn to
'RAINIER.'

Per Case of 4 doz. quarts ...\$16.50
Per Doz. quarts 4.20
Per Case of 6 doz. pints 16.50
Per Doz. Pints 2.75

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 4th September, 1906. [34]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.

On the 27th August WILLIAM TAIT BOWIE, of the Duff Development Co., Kelantan, son of the late Andrew Ferguson Bowie, of Edinburgh, to AGNES, eldest daughter of D. F. de l'Hoste Ranking, L.L.D., of London.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 6, 1906.

CHINESE LABOUR FOR THE PHILIPPINES.

Since the United States Government assumed sovereignty over the Philippine Islands vigorous steps have been taken to develop the internal resources of the country. The natural and hereditary indolence of the Filipino has to a great extent hampered and hindered those efforts, and it was recognised that besides pacifying the country an elaborate system of communications by road and rail must be established in order that the products of the country might reach the wider centres of consumption. A tentative effort, or at least an effort which does not appear to have been carried out with much spirit, was made in Manila to bring the surrounding districts within easy distance of the capital. But of late years the Government and those citizens who are not entirely absorbed in their own spheres of business, realised that a broad scheme of railway development must be adopted and carried into effect before any tangible results could accrue. The regeneration of the country and of the natives lay, it was wisely decided, in the promotion of railway projects. Unfortunately, from our point of view, the Americans, and, consequently, the

American Government, have laboured under the delusion that they had a sufficiency of native workers—lying fallow. They seemed to think that they had only to hoist the signal of "Labour wanted here" and the natives would flock to be engaged. But the native had forgotten the habits of industry, if ever they pertained to his nature, and the country remained what it is to-day—an unworked gold mine. It is perfectly true that the native residing in proximity to Manila became convinced of the advantages which flow from honest toil. At any rate, that is how it was euphemistically put, but in the opinion of many of the natives, the cockneys so to speak, recognised that if they were to carry themselves in a style which was undreamt of by Solomon in all his glory, if they were to live in the height of fashion, and charm the eyes of the senoritas of Manila, they must acquire the nimble peso by hook or by crook. As the crook system would not work they had to try the alternative. And to-day the Manila is no mean labourer, having helped to erect most of the new public buildings, construct the tramway lines, run the cars, and generally behave like his western prototype. This was all very well so far as Manila was concerned, but Manila is not the Philippines. Indeed, Manila should be disregarded, except as the seat of Government, when the Philippine Islands are under consideration. The question was how to secure labour for the spreading of the tentacles of communication across and between the islands. From time to time disinterested observers have offered that cheapest of commodities—free advice. They have dwelt on the large labour field at the very door of the Philippines, but all to no purpose. There is a strong prejudice against Chinese labour; it is a serious offence for a shipmaster or a ship officer to connive at the immigration of Chinese into the Philippines. In these circumstances it is to be wondered at that energetic, hustling Americans, who are not dominated by fear of the "yellow peril," should look with disgust on the situation in the interior, where an immense domain to be ploughed by the agriculturist, the prospector and the planter is allowed to lie idle? The Filipino who can obtain all he wants for bodily refreshment by simply kicking his toe in the soil has, in the past, absolutely refused to work at stated hours at a stated wage. That being so, is it likely that he will agree to be instructed in the art of railway construction? He must be an optimist of the Olympian type who thinks so. Now approaches the time when the Insular Government will have to reconsider its position. Several railway contracts, involving something like 30,000,000 gold dollars—as we are informed by Mr. Robert B. Westcott, the Associate Editor of the authoritative *Far Eastern Review*—have been entered into with private firms in the States. Everything else to the contrary, white labour in the interior is out of the question. The Filipino prefers the life of an oaf. The railway contractor has reached an impasse. He cannot employ Chinese labour because under the law of the country the name is taboo. But is the Philippine Government to lose this opportunity of taking its share of the "white man's burden" because a "fatuous ordinance operates against the entrance of the labour which is only waiting for engagement? In the opinion of Mr. Westcott, it is probable that the railway magnates on finding themselves on the horns of a dilemma will demand a modification of the Chinese Exclusion Law, so that Chinese may be allowed, under proper restrictions, to enter the Philippines in order to construct the necessary railway communications. The Insular authorities need only follow, on lines suited to the special needs of the country, the example of South Africa. Coolies could be engaged under indentures to work on the railways. At the conclusion of their period of service they could be repatriated, but, better still, they could be allowed to settle on the land and act as the pioneers in agricultural development. Were some such scheme adopted it is estimated that between 3,000 and 5,000 Chinese coolies would be required. There should be no difficulty in obtaining the number, for the Philippine Islands are not to be compared with South Africa whither 50,000 have gone. The Philippines are next door to China, a hand's-breadth from home. It would be a fatal mistake, however, if the railway contractors offered the coolies extravagant wages, for that would simply demoralise the labourers and frustrate any ultimate scheme which might be adopted to induce the coolies to take up small holdings on the land. Everything points to the modification of the Exclusion Law in the Philippines, and those who are interested in the welfare of the islands would earnestly support the movement in favour of the admission of covenanted Chinese. Of course, the Americans may find other means to obtain the labour they require if the railway ramifications are to be completed, but it is difficult at the moment to see how any simpler method of attaining their end could be adopted. The railways are essential if

the country is to be opened up; labour must be found to construct the lines; the Filipino will not work while the Chinaman is clamouring for admission. The solution of the problem which the railway men must face is patent. The introduction of Chinese will benefit the Philippines as it has benefited the Straits; and it will also benefit the Chinese as the remittances from the Straits have benefited China. It might also have the effect of dealing a death-blow to the boycott in China against American goods. Everybody would benefit all round. It would seem, taking the sum of the probabilities, that there is a good time coming for the Chinese coolie, for the Philippines, and for all concerned—even for the Filipino himself.

LOCAL AND GENERAL.

THE French mail of the 7th August was delivered in London on the 5th inst.

LIEUTENANT A. N. FRASER, Royal Army Medical Corps, arrived from Wei-Hai-Wei per s.s. *Yo Chow* on 5th inst., for duty.

THE Colonial Secretary informs us that the following telegram has been received from H. B. M. Consul, Newchwang, to-day:—"Hongkong has been withdrawn from list of infected ports."

THE following details arrived from India per s.s. *Arrington* to-day:—Supply and Transport Corps: Lieut. B. C. H. Drew, en route to N. China. H. K. S. B. R. G. A. Twenty-two men.

THE U.S. Consul-General reports that a telegram has been received from Manila Observatory stating that at 9 a.m. this morning there was a typhoon off the Pacific Coast of Manila approaching Luzon.

THE Consul for France kindly informs us that quarantine and all other sanitary measures against arrivals from Hongkong have been raised in the different ports of Indo-China (Cochin-China, Annam and Tonkin).

By the addition of a cipher, through a printer's error, the importation of Mexican dollars by the English mail yesterday was made to read £297,000 in our last evening's issue. In reality the specie brought by the P. & O. steamer was only £29,700.

THE concert which is to be given under the auspices of the Kowloon Cricket Club has again been postponed—on this occasion because it is not desired to clash with the Volunteer concert. The Kowloon Club intends to hold their concert on the 22nd September, and by that time they should be in fine form to entertain the majority of Hongkong at a first-class performance.

It is reported in Belfast that the Hamburg-American Line, after long consideration, have decided to build a vessel designed to eclipse the new mammoth Cunarders both in size and speed. No details of her construction have as yet been decided upon, and it is not determined whether she is to be driven by turbine or reciprocating engines. Messrs. Harland and Wolff, it is understood, have booked the order for the construction of the vessel.

SANITARY INSPECTOR THOS. ABLEY, of the Yau-mai Disinfecting Station, proceeded against three coolies this morning, at the Police Court, for being in the servant's quarters of his house this morning without his permission. Defendants said they were invited in by the cook. Complainant stated that he had already warned the second and third defendants, but apparently they paid no heed. Mr. Gompertz fined the first man \$3, and the remaining two \$5 each.

A FISHMONGER, trading under the name of Chung Wan, appeared before Mr. H. H. J. Gompertz, at the Police Court, to-day, charged with injuring a street water tap and wasting water, near the Western market, yesterday. It appeared that defendant smashed the tap while filling his buckets. He then left the water running and went home. Defendant admitted the charge and he was fined \$5 the damage done to the tap and \$1 for wasting water.

PROFESSOR MARIGLIANO, in an article in the *Matin*, describes the present position of the struggle against tuberculosis. He declares that science now possesses specific means of attacking the disease, but that these means can only be useful if they are employed before the infection has ravaged the tissues and while the organization of the patient is in a condition to profit by them. They constantly remain fruitless when destructive lesions have been produced or even begun to be produced. "No serious savant," Mr. Marigliano adds, "can promise a specific remedy against pulmonary phthisis. Those who promise one are mistaken."—*Reuter*.

A MEXICAN named Silva came before Mr. H. H. J. Gompertz, at the Police Court, to-day, charged with disorderly behaviour in a godown at Kennedy Town early this morning, and assaulting the keeper. The godown, it was said, belonged to Messrs. Reiss and Company. According to the evidence of the keeper, who appeared to be greatly indignant over the matter, defendant walked into the godown and sat down on a rattan chair, making himself at home. Complainant, believing defendant was not there for the good of his health, told him to get out. Then the fiery blood of the Mexican was roused and picking up a bamboo pole, which was standing in a corner, he belaboured the keeper, who was obliged to do the getting out. The charge being proved the Mexican was fined five Mex.

CHUNG SHAN KOO'S BANKRUPTCY.

MASS OF INCOMPREHENSIBLE FIGURES.

Before his Honour Sir Francis Piggott, Chief Justice, presiding in Bankruptcy Jurisdiction, this morning, the public examination of Chung Shan Koo, which had been adjourned from last Thursday, to-night, was continued.

Mr. G. H. Wakeman, Official Receiver, conducted the examination, Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appearing on behalf of Mr. Ho Tung, an opposing creditor.

The bankrupt's business was that of a buyer and seller of property. He had no books before 1903, and those he had his clerk had taken away, but had now brought them back. He commenced buying and selling property about seven years ago. He did not keep accounts of his business because he did all his business through the Bank. The only books he had were those for the receipts of money paid, and a book showing the money he paid into the Bank.

His Honour: What was this case adjourned for?

Mr. Wakeman: To enable him to file his statement of accounts, my Lord.

His Honour: Well, has he done so?

Mr. Wakeman: He has filed a mass of figures, which I cannot make out, and I can't get any explanation of them out of him. He has been in my office several times, but he makes no clear statement.

Mr. Deacon: I would ask you, my Lord, to deal with him under sub-section 3 of section 6 of the Bankruptcy Ordinance. The case was adjourned three weeks ago to enable him to file his accounts, I at the time pressing for a limit of time, as he ought to have filed them before. He now comes forward with a mass of incomprehensible figures, and is simply making a farce of these bankruptcy proceedings.

His Honour: The impression created in my mind is that he has done the best he can. He is evidently weak-minded, and he does not appear to be all there. (Laughter.) I think we had better try and get some explanation from him.

Mr. Wakeman: I can make nothing of him, my Lord. He makes such absurd statements, and contradicts himself, and his behaviour is very strange.

His Honour: Well, put him in the box and we will see what we can do with him.

His Honour (to bankrupt): Look at your account; you have rents \$11,433, received.

Bankrupt: Yes, those were rents.

His Honour: How do you know that you received \$13,300 a month?

Bankrupt: I rely mostly on my memory; in 1903 my books were destroyed.

His Honour: Yes, I know they were eaten up by white ants. You have made expenses \$2,500, how do you calculate that?

Bankrupt: They were expenses of business, repairs and so on.

His Honour: You mean your office expenses?

Bankrupt: No, my business. And I had my family expenses.

His Honour: What family have you?

Bankrupt: I had a wife and two children.

His Honour: What is this item of \$11,000?

Bankrupt: That was expenses in Shanghai for my family.

His Honour: But how do you calculate \$11,000?

Bankrupt: Because I bought the Astor Hotel.

His Honour: And these travelling expenses, \$600?

Bankrupt: They were for the voyage of my family to Shanghai.

His Honour: But \$600?

Bankrupt: Yes, there were a lot of persons.

Mr. Wakeman: I don't know how he arrives at his figures.

His Honour: I have seen enough of him to know that he keeps no accounts.

Mr. Deacon: If I may be allowed to make a remark, it appears that when he is pressed for an explanation of his accounts he states anything.

His Honour: His credit appeared to be good in 1904, as over \$30,000 passed through his hands. I don't know what to do with him.

What are his liabilities?

Mr. Wakeman: \$18,305, my Lord.

His Honour: And his assets?

Mr. Wakeman: \$65,650, my Lord.

His Honour: Well, I should think that the best thing would be for him to have a trustee appointed to look after his business; he is clearly incapable of managing his affairs himself. What is wanted is that somebody should look into his affairs and report on them.

His Honour: Is the property easily realizable?

Wakeman: The property is mostly mortgaged.

His Honour: There is no doubt that a trustee should be appointed to take charge of his affairs.

Mr. Wakeman: Yes, my Lord, but the application must come from the debtor himself. I have tried to get him to consent to a trusteeship, but I could not succeed.

His Honour (to bankrupt): Will you consent to have a trustee appointed to examine your affairs and report to the creditors?

Bankrupt: Yes, my Lord.

His Honour: It appears to me that if the property is properly managed the estate will be solvent in a few years. Do you, Mr. Wakeman, object to that course?

Mr. Wakeman: I have no objection.

His Honour: And you, Mr. Deacon?

Mr. Deacon: Well, I think it depends on who is appointed. I would propose that my client be appointed.

His Honour: I don't think there is any objection to one of the creditors being appointed.

Mr. Deacon: No, my Lord, and it will save the expense of an outside party.

His Honour (to bankrupt): Do you consent to that?

Bankrupt: I am willing to have some one appointed, but not one of the creditors.

His Honour: What do the assets consist of?

Mr. Wakeman: Chiefly of the equity of redemption, my Lord, and some Dock Company's shares, and certain rents, which I have collected.

His Honour: Whom would you like to have appointed to look after your property?

Bankrupt: Not one of the creditors, my Lord.

His Honour: Then whom would you choose?

Bankrupt: Chan Wong Kwan, my Lord.

His Honour: Why should not Chan Wong Kwan and Ho Tung together jointly look into the affairs and report?

Mr. Wakeman: There should be no objection to that.

Bankrupt: Chan Wong Kwan alone is enough.

His Honour: Well, all I will do to-day will be to adjourn the examination.

Mr. Deacon: Yes, I think that will be the best course, my Lord, if it is adjourned for one week, as then we can come before the Court more definitely.

Mr. Wakeman: Agreeing, the public examination was adjourned for one week.

The Court then adjourned.

CANTON DAY BY DAY.

THE CHAIR-COOLIES' STRIKE.

[From Our Correspondent.]

Honam, 4th September.

With regret to the cessation of the strike of chair-coolies, I am told that the coolies have resumed work but that they have not agreed to any of the Viceroy's conditions. That would mean a bad defeat for the Viceroy, but there is no doubt he will try to succeed another time. He is not the man to take in beating lying down.

The Viceroy, I hear, is endeavouring to find out the ringleader of the coolies, but so far he has been unsuccessful. If the man is found his head will be in jeopardy, if the precedent of the boat strike last year may be accepted. On that occasion the coolies resumed work without accepting any conditions, but the tax was imposed and is now being paid by all classes of boats.

THREE PLANTING.

CLAIM FOR WORK DONE.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, Lam Tak Yee sued the Tung Shan Co., Chung Yu Yee, and others to recover the sum of \$579.30 being the balance due by the defendants to the plaintiff for work done under contract.

Mr. F. C. Barlow, of Messrs. Goldring and Barlow, appeared for the plaintiff, and Mr. C. F. Dixon, of Mr. John Hastings' office, represented the first and second defendants, the other two defendants appeared in person and admitted the claim against them and judgment with costs was entered against them as to their shares.

Mr. Barlow said that the defendant Tung Yu Yee obtained a contract from Government to plant certain trees. He had three partners in the business, and they sublet the contract to the plaintiff, and the plaintiff did the work, and a payment was made on account and he now sued for the balance.

Mr. Dixon objected on the grounds that as the plaintiff had partners he could not sue alone, he must make his partners parties to the suit, as laid down in the Civil Procedure Code.

Mr. Barlow contended that the partnership had been dissolved.

His Honour: But there is no proof of that.

Mr. Dixon: I believe the partner absconded.

Mr. Barlow: That dissolves the partnership, and plaintiff has been carrying on business by himself. The money due under the contract was paid, as due, to the plaintiff, and he alone gave receipts.

His Honour: One partner alone can always sign a receipt—that proves nothing but that money was paid.

Mr. Dixon: I maintain that the plaintiff cannot sue by himself.

His Honour: Let us see the section. After reading the section of the Ordinance,

Mr. Barlow said that being so he could not proceed with the action, and judgment was given for defendants with costs.

COOLIE'S FATAL FALL.

RESULT OF GAMBLING RAID.

At about noon yesterday detective-sergeant Watt, armed with a warrant, raided the third floor of No. 2, Po Yan Street in search of gamblers. As soon as the police entered the house there was a stampede. The gamblers rushed the door, but finding the guard on the staircase they retreated and used other means to evade arrest. Several made for the roof and crossed to adjoining buildings, while others made for the verandah. In the verandah all tried to get to the next house at once with the result that one coolie, either lost his balance or was elbowed by the others, fell into the gutter and was killed instantly, having landed on his head. The distance from the third floor verandah to the street is about 35 feet. The police, however, secured twenty-one men and when they were taken into the street the body of the dead coolie was discovered. The gamblers were removed to the Central Station and the remains of the dead coolie taken to the mortuary. The twenty-one men came before Mr. F. A. Fazeland, at the Police Court this morning, when two of their number had to pay \$25 each for being keepers of a gambling house and the remainder \$3 apiece for gambling on the premises.

THE COOLIE'S TRICK.

YOU FOOLED US BEFORE.

Inspector Gourlay, of No. 2 Police Station, arraigned Wong Hung, a member of the unemployed class, before Mr. H. H. J. Gompertz, at Police Court, this morning, on a charge of uttering two counterfeit twenty-cent pieces in a shop at Wanchai yesterday. Accused knew nothing about it. Sometime yesterday afternoon defendant walked into a conipradore's shop at 107, Queen's Road East, and called for a bottle of spirits of wine. The bottle was wrapped in paper and handed to defendant who tendered a Mexican dollar. The shopkeeper tested the dollar and finding it good returned to defendant twenty-eight cents change. Defendant said eight-three cents were due to him, as the Mexican dollar was worth a dollar and five cents at a money-changer's shop, and he was not going to allow the shopkeeper to get the premium on the dollar. There were more words, until finally accused said he did not want the spirits of wine, which he placed on the counter with the change he got from the shop. The shopkeeper examined the money, before handing over the Mexican dollar, and discovered that two of the twenty-cent pieces returned were black and bad. He told defendant that such money did not come out of his till. Hearing this, the master of the shop came out and seeing defendant he seized him saying that accused had fooled him before by a similar trick. He was handed over to the police, and when searched at the station the two good twenty-cent pieces of the shop were found in his pocket, also another spurious coin. His Worship found accused guilty and sentenced him to imprisonment for six weeks and six hours' stocks.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

TOKYO SOCIALISTS

BOYCOTT THE TRAMWAYS.

FEARED ATTEMPT TO BURN THE CARS.

[From Our Own Correspondent.]

Shanghai, 6th September,
11.10 a.m.

At a mass meeting held in Tokyo the proposal submitted by the Socialists to boycott the tramways was adopted.

It is rumoured that the people, in their excitement, will set fire to the tramway cars.

UNWARRANTABLE CHARGES.

INDIAN CONSTABLES' FAR-FETCHED STORY.

A case which was heard at the Police Court this morning and which was thrown out by Mr. F. A. Fazeland, who said he did not believe the story of the Indian policemen, deserves more than passing notice. The case was that in which Indian policemen Nos. 744 and 621 charged two respectable Portuguese citizens, one a well-known athlete and the other merely a youth, with "assaulting them while in the execution of their duty." The story the Indians gave was very far-fetched. They said that without any provocation the defendants approached them, and after using "insulting and abusive language" towards them in Hindustani, the defendants set upon them and assaulted them. Indian No. 744 even went so far as to produce his uniform, which was torn in the neck, to fortify his statement. The defendants gave a very straightforward denial of the allegation against them and had witnesses to corroborate their statements, but which were not called, in the case of the athlete. He said that about ten o'clock last evening, he was in company with some ladies and was returning home. On passing the Indian policeman, who were standing at the corner of Cause Road and Peel Street, No. 744 addressed him saying: "You too much drunk!" Defendant escorted the ladies home and returned to get the number of the insulting policeman. He approached him and asked for his number, but the Indian refused, pushing the defendant away. He ultimately got it and on the way to proceed to the Station the Indian policeman and others assaulted him. He denied tearing the Indian's uniform or assaulting him. An independent European witness for the defence who appeared in Court, but who was not called in the case of the other defendant, could have given important testimony. He could testify to the fact that at the time of the alleged assault he and his wife passed in chairs and saw defendant speaking to four Indians, trying to get the number of one of the policemen. He had no sooner passed the men than he heard police-whistles blowing and on turning round saw the policemen chasing the Portuguese gentleman. They caught him up, when one of the policemen tore the coat off his back, struck the gentleman and knocked him down. Whatever this witness had further to say was immaterial to the case. His Worship said he believed the story of the two defendants and discharged them.

If the story told by the Indians were merely fabrications, which it seems to be, the duty rests with the Captain Superintendent of Police, in the interest of justice and good order, to make full inquiries into the matter, with a view to an avoidance of like occurrences in the future.

TEA TRADE-MARKS.

TEA MERCHANT PROSECUTED.

Leung Yek Ting, a tea merchant, of No. 10, Wilmer Street, was charged before Mr. H. H. J. Gompertz, at the Police Court, this morning, with infringing the trade-marks of one Ho Kai Lai, another tea merchant, of No. 1, Upper Lascar Row, on the 1st instant.

Mr. A. C. Holborow, of Messrs. Deacon, Looker and Deacon, prosecuted, while Mr. F. C. Dixon, of the office of Mr. John Hastings, defended.

Mr. Dixon applied for a remand and light bail.

Mr. Holborow submitted that the offence was a very serious one—more serious than other cases of the kind—as his Worship would see if he looked at the search warrant. Therefore he considered bail in the sum of \$500 too small.

His Worship—But if I find him guilty I can only fine him \$200.

Mr. Holborow—He might be sent to the Supreme Court and there he could get two months.

Mr. Dixon contended that no evidence had been taken in the case and he thought \$500 was enough.

Mr. Holborow replied that one of the men in defendant's shop, and for whom a warrant had been issued, had already absconded.

His Worship adjourned the case

TELEGRAMS.

[Reuter's.]

LONDON, 4th September.

Great Britain and Germany.

The *Daily Mail* publishes an interview with Prince von Buelow in which the latter repudiated the idea that Germany thinks of competing with England for the mastery of the seas, the rivalry was merely a commercial one.

The Prince declared that the interests of Germany in Persia and the England railway were purely commercial and that the King and the Kaiser, at their recent meeting, did not discuss any acute political questions, there being no such existing between Great Britain and Germany.

The meeting marked an auspicious stage on the road to eliminating a misunderstanding.

Russia.

A military terrorist organisation, aiming at the extermination of all authorities, and co-operation with the revolutionaries, has been discovered in Odessa. Fourteen officers have been arrested.

Cambridge and Harvard Boat Race.

An immense interest is being taken in a race between Cambridge and Harvard, from Putney to Mortlake, to come off on the 8th instant. Both crews have done splendid times in the trials. The betting is 11 to 10 on Cambridge.

THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. Present:—His Excellency the Governor, Major Sir Matthew Nathan, K.C.M.G., R.E., His Excellency Colonel Darling, R.E. (Commanding the Troops), Hon. Mr. T. Scrimgeour-Smith (Colonial Secretary), Hon. Sir H. Spencer Berkeley, K.C., (Attorney General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Captain F. J. Baddeley (Captain Superintendent of Police), Hon. Capt. L. A. W. Barnes Lawrence, R.N. (Harbour Master), Hon. Mr. W. Chatham (Director of Public Works), Hon. Mr. E. A. Hewett, Hon. Mr. Edward Osborne, Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. Wei Yuk, Hon. Mr. W. J. Gresson, and Mr. A. G. M. Fletcher (Clerk of Councils).

AGENDA.

Hon. Mr. H. E. Pollock, R.C. MINUTES.

The minutes of the last meeting were read and confirmed.

THE GOVERNOR'S SPEECH.

PROPOSED WORKS FOR THE NEW SESSION. His Excellency the Governor said: The work to be done during the forthcoming session is to vote sums of money in accordance with the Financial Minutes Nos. 24 to 64 which I shall explain to the Council when the Colonial Secretary moves them to be referred to the Finance Committee; and also to pass the six Bills which appear in the Orders of the Day and four others which will presently be added to that order. Of the six Bills that I am proposing to read for the first time to-day, the first, an Ordinance to amend the Code of Civil Procedure, has been introduced at the desire of the Chief Justice. His Honour originally suggested that in place of an Ordinance amending certain parts of the Code one should be passed to empower the judges to make such amendments. Remembering the satisfaction which was given by the present Ordinance of 1901 as producing some finality with reference to this Code the recommendation of the Chief Justice did not seem to me one to be followed, and I ascertained that this was also the opinion of the legal profession of the Colony. They considered that it would be better that any amendments should be made by direct legislation. If the amendments contained in the Bill now before you, I am scarcely able to judge as to whether they are so debatable, but the Bill will be referred to the Law Committee which will, no doubt, devote their attention to any suggestion they may receive from the barristers and solicitors in the Colony. The second Bill, to amend the Lunacy Ordinance of 1905, is purely to effect a verbal alteration directed by the Secretary of State on the Bill recently passed. The words "High Court of Judicature" were employed for the words "Supreme Court" which ought to have been used. The Bill for amending the Merchant Shipping Ordinance, 1899, consists of two effective clauses, of which the first is to prevent junks or launches lying off ships without the permission of the master, in the same way as they are now prevented from lying off or alongside wharves without the permission of the owner. The second provision of the Bill is intended to revise the junk regulations so as to lessen the attendance of junk masters at the Harbour Office, and generally to simplify procedure with regard to junks getting the various permits that they require to possess. At the same time it is proposed to do away with the system of securities that are presently prevalent, which are believed to give rise to liabilities which have a prejudicial effect on the junk masters. When the Bill comes to be read a second time, the Harbour Master will not doubt give a full explanation of its provisions. A Bill for amending the New Territories Land Ordinance is for the purpose of making a claim for rent a proceeding relating to land, and so to give the land officer jurisdiction in cases of claims under \$500. Land officers have all the records readily at their disposal and have a personal acquaintance with the districts and with the ways and customs of the inhabitants. It was the intention of the original Ordinance that they should have this jurisdiction, but it was ruled in a recent case that claims for rent were not proceedings relating to land and so did not come under the provisions of the New Territories Land Ordinance of 1905, and it is now desired to give them that power under the Ordinance. The Bill for the transference

to General Revenue of certain sums forming part of the Praya Reclamation Fund, is to avoid paying 20 per cent. to the Imperial Government on the sums returned to the Colonial Government by the official adjustment of the Praya Reclamation Fund. The Bill has been approved by the Secretary of State, the Lords Commissioners of the Treasury, and the Army Council. It has been expressed that the Ordinance is most useful in identifying householders and the Crown Solicitor states that it will also be useful to the mercantile community. It occurred to me as we were to amend the Ordinance to extend the provisions of part 3 to any part of the Colony necessary from time to time instead of restricting it to Old Kowloon.

THE SUPPLY BILL.

In addition to these Bills, I shall ask the Council to pass through the present session the Supply Bill for 1907. Last year that Bill was introduced on the 7th September, 1898, and I hoped to introduce it on the 6th. As members are aware the tenders for the Opium Farm were only opened on 31st August and the revenue to be derived from the Opium Farm affects so considerably the Estimates for the coming year, that it was necessary to carefully reconsider these Estimates and to delay for a week the introduction of the Supply Bill.

AGAINST MORPHINE.

Another Bill which will be introduced later is a Prepared Opium Bill in substitution of the one passed in 1904. That former Ordinance will be repealed and re-enacted so as to include morphine under its provisions, and also with a provision to enable the Government to check on the importation of that drug. Later on it is proposed to introduce a new Trade Marks Ordinance, to transfer the registration of Trade Marks from the Colonial Secretary's Office to that of the Registrar of the Supreme Court, to which office it more strictly pertains, and at the same time to introduce certain provisions into the Ordinance which have been introduced into the Home Act and are based on decisions of judges in the Home Courts.

WIDOWS' AND ORPHANS' FUND.

And, lastly, it is proposed to introduce a Widows' and Orphans' Fund Ordinance. Members may remember that I promised a similar Ordinance this time last year. That Ordinance was to effect the transfer of that fund from the directors, who now administer it as a separate fund, to the Government, when it would have been merged into the general accounts of the Colony. This proposal does not find favour with those principally interested in the Fund and the Bill which will be introduced this session does not transfer the Ordinance. It simply includes in it some of the provisions which would be favourable to those interested in the Fund.

FINANCIAL MINUTES.

The Colonial Secretary moved and the Colonial Treasurer seconded that Financial Minutes Nos. 44 to 64 be referred to the Finance Committee.

His Excellency, in giving a general view of the needs for which money was required in the Minutes, stated that \$500 was required on the Education vote. It was not anticipated that Mr. Bird, senior assistant English master at Queen's College, would go in for his final language examination this year. \$8,000 was required under Public Works Extraordinary, owing to the fact that more compensation was required than had been anticipated for scavenging labour at the rear of houses. These latter items to be resumed by the Government under the Building Ordinance. The sum of \$2,000 was to provide for evening continuation classes at Queen's College. The Council would remember that last year a desire was expressed by one of its members that a larger proportion of the revenue should be expended on education. That desire coincided with his own, but as he had pointed out on that occasion the difficulty was to find how larger expenditure could be profitably incurred. Last year an attempt was made to establish a college course at Queen's College at which higher instruction than the ordinary college course would be given. The instruction was to be given in the daytime and would have been in continuation of the College course, but the scheme did not succeed because parents did not care to keep their boys longer at school than was necessary for ordinary clerical work. The scheme now proposed got over that difficulty by having the classes in the evening. The scheme, His Excellency added, has been favourably received and has been supported in the local press. If it proves a success I shall be prepared to make another recommendation. I may mention that the Secretary of State in reply to my despatch asking his sanction to put it in operation stated that he cordially approved of the scheme and that he should be glad if it proved a success. I shall be very disappointed if it fails to prove a success. The Governor, continuing, remarked that \$500 was required to complete the resumption of part 4 of the railway. A vote was asked in extension of the original vote on which this work was carried out by the Director of Public Works. Eventually, the expenditure would be transferred to the railway account. The other items were explained in the votes themselves. The Financial Minutes were referred to the Finance Committee.

CIVIL PROCEDURE.

The Attorney-General moved the first reading of the Bill entitled an Ordinance to amend the Code of Civil Procedure. The object of this Bill is to assimilate the procedure of the Supreme Court with that of the Supreme Court in England.

The Colonial Secretary seconded. Agreed.

LUNACY ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled an Ordinance to amend the Lunacy Ordinance, 1906. The object of this Bill is to correct an error in the third section of the principal Ordinance in which the reference should have been to the Supreme Court of Judicature and not to the High Court of Judicature.

The Colonial Secretary seconded. Agreed.

MERCHANT SHIPPING.

The Attorney-General moved the first reading of an Ordinance to amend the Merchant Shipping Ordinance 1899. By this Ordinance provision is made for the prevention of obstruction of vessels and for the better regulation of junks and other vessels employed in the same or similar manner as a junk.

The Harbour Master seconded. Agreed.

NEW TERRITORIES' LAND ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled an Ordinance to amend the New Territories Land Ordinance, 1905. The object of this Ordinance is to attach a clear and more comprehensive meaning to the word "land" as used in the New Territories Land Ordinance, 1905, and to remove a doubt that at present exists whether rent is included, as was

intended, in the word "land" within the meaning of the Ordinance.

The Colonial Secretary seconded. Agreed.

PRAYA RECLAMATION FUND.

The Attorney-General moved the first reading of an Ordinance to transfer to the General Revenue certain sums forming part of the Praya Reclamation Fund. The second clause of the Bill—there are only two clauses in the Bill—proposes to enact that: "Such moneys forming part of the Praya Reclamation Fund as at the date of the passing of this Ordinance have been set apart for the payment of pensions to officers employed on the Praya Reclamation, and such moneys as are required to defray the sums due to the General Revenue on account of contributions paid in excess to the said Fund by the Colonial Government, are hereby transferred to and shall form part of the General Revenue of the Colony, free from any deduction by way of contribution for the defence of the Colony, notwithstanding the provisions of The Defence Contribution Ordinance, 1901."

The Colonial Secretary seconded. Agreed.

REGULATION OF CHINESE.

The Attorney-General moved the first reading of a Bill entitled an Ordinance to amend the Regulation of Chinese Ordinance, 1888. The object of this Bill is to empower the Governor-in-Council to extend the provisions of Part III of the Regulation of Chinese Ordinance, 1888, to any portion of the Colony as occasion may require.

The Colonial Secretary seconded. Agreed. The Council adjourned until Thursday, 13th September, at 2.30 p.m.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council, the Colonial Secretary presiding.

It was unanimously agreed that the following votes be recommended for adoption by the Council:—

THE "HYGEIA."

A sum of one hundred and seventy dollars in aid of the vote, Medical Departments—Hospitals and Asylums, Infectious Hospitals—Other charges, hospital bulk Hygeia—Shifting, towing and mooring Hygeia.

ASYLUM CHARGES.

A sum of one hundred dollars in aid of the vote, Medical Departments—Hospitals and Asylums—Other charges, incidental expenses.

QUEEN'S COLLEGE.

A sum of nine hundred dollars in aid of the vote, Education—Queen's College—Other charges, allowance to Mr. R. E. U. Bird, senior assistant English master, who has passed the examination in Cantonese, colloquial and written.

PUBLIC WORKS.

A sum of eight thousand dollars in aid of the vote, Public Works Extraordinary, Public Health and Laidings Ordinance, 1903—Compensation.

GRATUITY.

A sum of fifty dollars in aid of the vote, Treasury—Treasury Office, New Territories—Other charges, gratuity to police sergeant Gerrard for examining accounts.

EVENING CONTINUATION CLASSES.

A sum of two thousand dollars in aid of the vote, Education—Department of Inspector of Schools—Other charges, evening continuation classes.

KOWLOON-CANTON RAILWAY.

A sum of twenty-five thousand dollars in aid of the vote, Public Works Extraordinary, communication railway to Canton—Survey and preliminary work.

SUPREME COURT.

A sum of three hundred dollars in aid of the vote, Judicial and Legal Departments—Supreme Court—Other charges, fees to counsel for prisoners in capital cases.

PRINTING DEPARTMENT.

A sum of two thousand dollars in aid of the vote, Miscellaneous Services—Printing and binding blue book.

TELEGRAPHS.

A sum of two hundred and fifty dollars in aid of the vote, Public Works—Recurrent—communications, maintenance of telegraphs.

NEW TERRITORIES.

A sum of two hundred and fifty dollars in aid of the vote, Judicial and Legal Departments—Land Registry Office—Other charges New Territories, incidental expenses.

GREEN ISLAND LIGHT.

A sum of two hundred and eighty dollars in aid of the vote, Public Works Extraordinary—Green Island light improvement.

SCAVENGING.

A sum of five thousand and twenty-four dollars in aid of the vote, Sanitary Department—Other charges, scavenging city villages and hill district.

HARBOUR MASTER'S OFFICE.

A sum of one thousand and seventy-three dollars in aid of the vote, Harbour Master's Department—Other charges, fittings for new office.

THE POST OFFICE LAUNCH.

A sum of one hundred and twenty-five dollars in aid of the vote, Post Office—Hongkong Post Office—Other charges, coals, stores, &c., for steam launch.

ANGLO-CHINESE SCHOOL.

A sum of fifty dollars in aid of the vote, Education, Ping Shan (New Territories) Anglo-Chinese School—Other charges for the following items:—

Furniture, \$25

Incidental expenses, 25

Total, \$50

PUBLIC WORKS.

A sum of two thousand and sixty-seven dollars and fifty cents in aid of the vote, Public Works Extraordinary—Filling in pool on Crown land, Kowloon.

GAP ROCK CABLE.

A sum of two thousand and nine dollars and seventy-four cents in aid of the vote, Public Works Extraordinary—Repairs to Gap Rock cable.

POLICE LAUNCHES.

A sum of three thousand five hundred dollars in aid of the vote, Police and Prison Departments—Other charges, for the following items:—

Coal, oil, &c., for launches, \$2,000

Repairs of launches & boats, 1,500

Total, \$3,500

ALLOWANCES.

A sum of five hundred and forty dollars in aid of the vote, Police and Prison Departments. Police—Other charges, for the following items:—

Language allowance to Captain Superintendent, \$450

Teacher allowance to Captain Superintendent, 90

Total, \$540

COLONIAL SECRETARY'S OFFICE.

A sum of one hundred and fifty dollars in aid of the vote, Colonial Secretary's Department and Legislature—Other charges, incidental expenses.

PRISONER-HUNTING.

EXCITING CHASE IN CENTRAL DISTRICT.

All that part of the Central district, starting from Hollywood Road, down to the Central Market, was in a state of great excitement this morning when a prisoner escaped from the Police Court. Every verandah in that locality was crowded, shopkeepers left their work and repaired to the side-walk, and the streets were packed with people, all wondering what the to-do was about.

Followers in uniform dashed wildly all over the place, but in the right direction, each man blowing his whistle, the screaming mob bringing up the rear.

The man they were after was a burglar. He was arrested early this morning after entering a house in Bird Street. On him were found some skeleton keys and a jimmy. He was convicted by Mr. H. H. J. Gompertz and sentenced to three months' hard labour and six hours' stocks. After sentence was passed the prisoner was taken to the waiting room, in charge of Indian constable 827, to await the arrival of his committal warrant, preparatory to being exhibited in the stocks. When the attention of his guard was diverted elsewhere, the prisoner slipped off the board which was hung round his neck—a necessary article when men are to be displayed in the stocks—and cleared by way of Arbuthnot Road. When he discovered that his prisoner had escaped the Indian constable gave the alarm by sounding his whistle and then things became lively. P. C. 45 Fox, the Usher of the Court, heard of the escape and bounded out of the compound into Arbuthnot Road, blowing his whistle furiously the while. Fox caught a glimpse of his quarry turning round the corner of Hollywood Road—near the District Sanitary Office—and then the race started. The fugitive rushed down Pottinger Street with Fox and a few Indians in hot pursuit. The mob did all they could to assist the prisoner in escaping. They blocked the street and by this way obstructed the officers from gaining ground on the fugitive, thereby giving the prisoner a chance to mix with the crowd. In this way several of the loafers were knocked down when the officers came into collision with them. Then a most amusing incident occurred. An Indian, coming up from behind, with his whistle in his mouth and which he blew furiously, stumbled over a coolie and went sprawling into the gutter. He got up quickly, dusted his pants, but instead of taking up the chase, he appeared to be looking for something.

"What are you looking for?" came a voice from the mob.

"My whistle," replied the Indian.

"Look in your boots, it might have dropped in there," said another from the crowd.

Other suggestions from sympathizers were given to the Indian, but he apparently did not want any for he hinted that if anyone insinuated that he swallowed the whistle, the cells of the Central Station, which have been vacant for some days past, would not be empty for long. From Pottinger Street the prisoner darted into Cochrane Street and in the direction of the Central Market. He made several attempts to dodge into lanes, but found that he would have to slacken speed to do so and that was not what he wanted. Knowing the man was not far off, Fox let himself go and the man was captured before he reached the market. With beads of perspiration streaming down his face the champion light-footed Fox brought his man back to the station, from where he was dispatched to the stocks. Fox's sharpness deserves credit, and will, no doubt, receive suitable recognition in proper quarters.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Noon. Buyers—Hongkong Fires 327½, HK., C. and M. Steamboats 58, Shell Transports 27½, Raubs 58, Hongkong Docks 51½, Kowloon Wharves 50½, Hongkong Hotels 51½ ex div, Humphreys Estates 51½, China Provident 56½, Tramways 52½, ex div, Watsons 113.

Sellers—Canton Insurance 32½, Indo-China 54, China and Manilla 54, Douglas 54, Hongkong Land 51½, West 51½, Cottons 51½, China Borneo 51½, Electric 51½, Ices 51½, Kopes 52, Powells 51½.

Sales—Hongkong Fires 327½, China Fires 53, Hongkong Docks 51½, China Providents 56½, Dairy Farms 51, Cements 52, Powells 51½.

Nominal—Hongkong Banks 38½, National Banks 57, Unions 57½, China Sugars 56, Shanghai Docks 51½, 106, Hongkong Wharves 51½, 24½, Powells 51½.

TO-DAY'S EXCHANGE.

Selling. Bank T.T. 2 2 3/16, 100 demand 2 2 3/16, 100 4 months sight 2 2 3/16, 100 6 months sight 2 2 3/16, 100 12 months sight 2 2 3/16, 100 18 months sight 2 2 3/16, 100 24 months sight 2 2 3/16, 100 30 months sight 2 2 3/16, 100 36 months sight 2 2 3/16, 100 42 months sight 2 2 3/16, 100 48 months sight 2 2 3/16, 100 54 months sight 2 2 3/16, 100 60 months sight 2 2 3/16, 100 66 months sight 2 2 3/16, 100 72 months sight 2 2 3/16, 100 78 months sight 2 2 3/16, 100 84 months sight 2 2 3/16, 100 90 months sight 2 2 3/16, 100 96 months sight 2 2 3/16, 100 102 months sight 2 2 3/16, 100 108 months sight 2 2 3/16, 100 114 months sight 2 2 3/16, 100 120 months sight 2 2 3/16, 100 126 months sight 2 2 3/16, 100 132 months sight 2 2 3/16, 100 138 months sight 2 2 3/16, 100 144 months sight 2 2 3/16, 100 150 months sight 2 2 3/16, 100 156 months sight 2 2 3/16, 100 162 months sight 2 2 3/16, 100 168 months sight 2 2 3/16, 100 174 months sight 2 2 3/16, 100 180 months sight 2 2 3/16, 100 186 months sight 2 2 3/16, 100 192 months sight 2 2 3/16, 100 198 months sight 2 2 3/16, 100 204 months sight 2 2 3/16, 100 210 months sight 2 2 3/16, 100 216 months sight 2 2 3/16, 100 222 months sight 2 2 3/16, 100 228 months sight 2 2 3/16, 100 234 months sight 2 2 3/16, 100 240 months sight 2 2 3/16, 100 246 months sight 2 2 3/16, 100 252 months sight 2 2 3/16, 100 258 months sight 2 2 3/16, 100 264 months sight 2 2 3/16, 100 270 months sight 2 2 3/16, 100 276 months sight 2 2 3/16, 100 282 months sight 2 2 3/16, 100 288 months sight 2 2 3/16, 100 294 months sight 2 2 3/16, 100 300 months sight 2 2 3/16, 100 306 months sight 2 2 3/16, 100 312 months sight 2 2 3/16, 100 318 months sight 2 2 3/16, 100 324 months sight 2 2 3/16, 100 330 months sight 2 2 3/16, 100 336 months sight 2 2 3/16, 100 342 months sight 2 2 3/16, 100 348 months sight 2 2 3/16, 100 354 months sight 2 2 3/16, 100 360 months sight 2 2 3/16, 100 366 months sight 2 2 3/16, 100 372 months sight 2 2 3/16, 100 378 months sight 2 2 3/16, 100 384 months sight 2 2 3/16, 100 390 months sight 2 2 3/16, 100 396 months sight 2 2 3/16, 100 402 months sight 2 2 3/16, 100 408 months sight 2 2 3/16, 100 414 months sight 2 2 3/16, 100 420 months sight 2 2 3/16, 100 426 months sight 2 2 3/16, 100 432 months sight 2 2 3/16, 100 438 months sight 2 2 3/16, 100 444 months sight 2 2 3/16, 100 450 months sight 2 2 3/16, 100 456 months sight 2 2 3/16, 100 462 months sight 2 2 3/16, 100 468 months sight 2 2 3/16, 100 474 months sight 2 2 3/16, 100 480 months sight 2 2 3/16, 100 486 months sight 2 2 3/16, 100 492 months sight 2 2 3/16, 100 498 months sight 2 2 3/16, 100 504 months sight 2 2 3/16, 100 510 months sight 2 2 3/16, 100 516 months sight 2 2 3/16, 100 522 months sight 2 2 3/16, 100 528 months sight 2 2 3/16, 100 534 months sight 2 2 3/16, 100 540 months sight 2 2 3/16, 100 546 months sight 2 2 3/16, 100 552 months sight 2 2 3/16, 100 558 months sight 2 2 3/16, 100 564 months sight 2 2 3/16, 100 570 months sight 2 2 3/16, 100 576 months sight 2 2 3/16, 100 582 months sight 2 2 3/16, 100 588 months sight 2 2 3/16, 100 594 months sight 2 2 3/16, 100 600 months sight 2 2 3/16, 100 606 months sight 2 2 3/16, 100 612 months sight 2 2 3/16, 100 618 months sight 2 2 3/16, 100 624 months sight 2 2 3/16, 100 630 months sight 2 2 3/16, 100 636 months sight 2 2 3/16, 100 642 months sight 2 2 3/16, 100 648 months sight 2 2 3/16, 100 654 months sight 2 2 3/16, 100 660 months sight 2 2 3/16, 100 666 months sight 2 2 3/16, 100 672 months sight 2 2 3/16, 100 678 months sight 2 2 3/16, 100 684 months sight 2 2 3/16, 100 690 months sight 2 2 3/16, 100 696 months sight 2 2 3/16, 100 702 months sight 2 2 3/16, 100 708 months sight 2 2 3/16, 100 714 months sight 2 2 3/16, 100 720 months sight 2 2 3/16, 100 726 months sight 2 2 3/16, 100 732 months sight 2 2 3/16, 100 738 months sight 2 2 3/16, 100 744 months sight 2 2 3/16, 100 750 months sight 2 2 3/16, 100 756 months sight 2 2 3/16, 100 762 months sight 2 2 3/16, 100 768 months sight 2 2 3/16, 100 774 months sight 2 2 3/16, 100 780 months sight 2 2 3/16, 100 786 months sight 2 2 3/16, 100 792 months sight 2 2 3/16, 100 798 months sight 2 2 3/16, 100 804 months sight 2 2 3/16, 100 810 months sight 2 2 3/16, 100 816 months sight 2 2 3/16, 100 822 months sight 2 2 3/16, 100 828 months sight 2 2 3/16, 100 834 months sight 2 2 3/16, 100 840 months sight 2 2 3/16, 100 846 months sight 2 2 3/16, 100 852 months sight 2 2 3/16, 100 858 months sight 2 2 3/16, 100 864 months sight 2 2 3/16, 100 870 months sight 2 2 3/16, 100 876 months sight 2 2 3/16, 100 882 months sight 2 2 3/16, 100 888 months sight 2 2 3/16, 100 894 months sight 2 2 3/16, 100 900 months sight 2 2 3/16, 100 906 months sight 2 2 3/16, 100 912 months sight 2 2 3/16, 100 918 months sight 2 2 3/16, 100 924 months sight 2 2 3/16, 100 930 months sight 2 2 3/16, 100 936 months sight 2 2 3/16, 100 942 months sight 2 2 3/16, 100 948 months sight 2 2 3/16, 100 954 months sight 2 2 3/16, 100 960 months sight 2 2 3/16, 100 966 months sight 2 2 3/16, 100 972 months sight 2 2 3/16, 100 978 months sight 2 2 3/16, 100 984 months sight 2 2 3/16, 100 990 months sight 2 2 3/16, 100 996 months sight 2 2 3/16, 100 1000 months sight 2 2 3/16, 100 1006 months sight 2 2 3/16, 100 1012 months sight 2 2 3/16, 100 1018 months sight 2 2 3/16, 100 1024 months sight 2 2 3

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

MAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"MOYUNE"	13th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DIOMEDES"	11th September.
GENOA, MARSEILLES & L'POOL	"PELEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "
HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th "

* Taking Cargo for Liverpool at London Rates.
Via Bangkok.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"STENTOR"	8th September.

The S.S. "Stentor," from Pacific Ports, left Kobe on the 31st ultimo for this port, via
Mojito and Nagasaki, and is due on or about the 8th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd September, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"HUICHOW"	7th September.
CHEFOO and NEWCHANG	"KWEIYANG"	8th "
SHANGHAI	"YOHOW"	8th "
MANILA	"TEAN"	11th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	5th October.

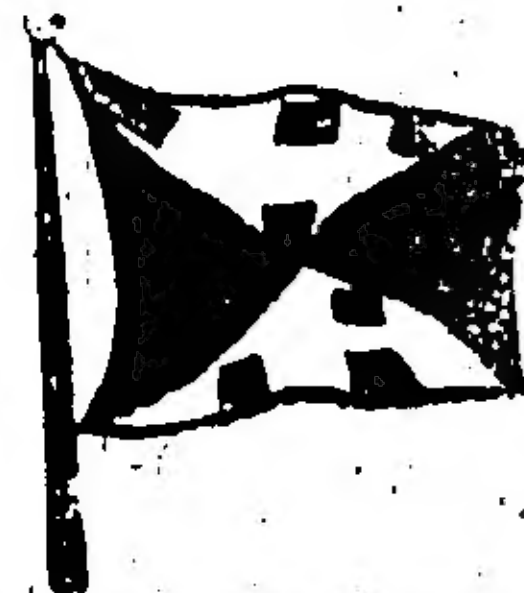
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty
qualified Surgeon is carried.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th September, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
YURI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 8th Sept., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 15th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st September, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th August, 1906.

Dentistry.

Dr. M. H. CHAUN,	TSIN TING.
THE LATEST METHOD of the	LATEST METHODS OF DENTISTRY.
AMERICAN SYSTEM OF DENTISTRY, 37, DES VOUEX ROAD CENTRAL.	STUDIO AT NO. 14, D'AGUIAR STREET.
From the University of Pennsylvania, U.S.A.	REASONABLE FEES.
Hongkong, 22nd July, 1905.	Consultation Free.
	Hongkong, 10th July, 1904.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS	DESTINATIONS	TO SAIL
SUEVIA	YOKOHAMA AND KOBE	8th September.
SEGOVIA	KOBE AND YOKOHAMA	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.
* HABSBERG	SHANGHAI, YOKOHAMA AND KOBE	29th September.
SITHONIA	SHANGHAI, YOKOHAMA AND KOBE	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBE	28th October.

HOMEWARD.

STEAMERS	DESTINATIONS	TO SAIL
HELVELTIA	HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	10th September.
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	20th September.
LIBERIA	HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	22nd September.
SENEGAMBIA	HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	2nd October.
SEGOVIA	HAVRE, BREMEN AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	16th October.
* HABSBERG	NAPLES, HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	30th October.
BRISGAVIA	HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	13th November.
SITHONIA	HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	27th November.
RHENANIA	HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	11th December.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washerwomen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSBERG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA" and s.s. "SILESTIA."

COAST SERVICE.

KOWLOON, SHANGHAI AND CHINKIANG. Freight and Passengers.
* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked * to

Hongkong, 6th September, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	LOONGSANG	* FRIDAY, 7th Sept., 4 P.M.
SHANGHAI	HANGSANG	* SATURDAY, 8th Sept., Daylight.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	* FRIDAY, 14th Sept., 3 P.M.
SANDAKAN	MAUSANG	* SATURDAY, 15th Sept., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
* Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 6th September, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast).

The Steamship

"FOXLEY,"
Captain Butchart, will be despatched for the
above Ports, on SATURDAY, the 8th
September.

For Freight, apply to

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 31st August, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO
and IQUIQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient
inducement.

The Steamship

"GLENFARG," 4,000 tons,
will be despatched as above, on TUESDAY,
the 11th September, at Noon.

"KASADO MARU," 6,000 tons,
Taking Freight and Passengers to other
Western Coast Ports of South America.

The above Steamers have splendid Accom-
modation and are fitted throughout with Elec-
tric Light. A duty qualified Surgeon is carried
on each boat.

For further information, apply to

K. MATSUDA,
Manager,
York Building.

Hongkong, 24th August, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

The Steamship

"RADNORSHIRE"
will be despatched for the above Ports, on
or about the 15th instant.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 4th September, 1906.

KWONG SANG & Co.

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFAC-
Turers and DEALERS in Ladies'
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "BRAEMAR"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 11th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
15th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th September, 1906.

S.S. "SALAZIE."

COMPAGNIE DES MESSEGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. *Medoc* and *Charante*, and from
Havre ex s.s. *Medoc*, in connection with
above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables are being landed and
stored at their risks into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
MONDAY, the 10th September, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 10th September, or they will not be recog-
nized.

All damaged packages will be examined on
MONDAY, the 10th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd September, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DEVANHA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *India* and *Egypt*.
From Italy.
From Australia.
From Calcutta.
From Persian Gulf, ex B.L.S.N. and B. &
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 11th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 5th September, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MANILA,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 9th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 3rd September, 1906.

"MOGUL" LINE OF STEAMERS.

S.S. "GHAZEE,"
FROM MIDDLESBOROUGH, GLASGOW,
LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

Consignees of Cargo will please take notice
that before delivery can be obtained, they must
sign an Average Bond, which is lying at the
Office of the Undersigned, and pay a deposit
of 10% on the value of their Cargo for con-
tribution to General Average.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 10th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 1st
October, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 3rd September, 1906.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask

ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag

ex Factory.

SHEWAN, TOMES & Co.,
General Managers,

Hongkong, 30th September, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSEN & CO.

Hongkong, 10th January, 1905.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and

P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 7th March, 1905.

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LIMITED, have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905.

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
7th FLOOR.

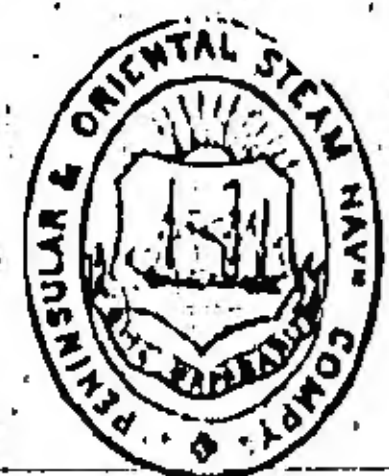
PORTRAITS, GROUPS AND ENLAR-
GING AND COPYING in all Sites.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 14th September, 1905.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

H. K. Steamship

Captain R. A. Peters, carrying the M. J. Peters' Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Macedonia, 10,512 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo from the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed from Hongkong by the R.M.S. Arcadia, due in London on the 21st October, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 25th August, 1906.

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NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Pletades 3,753 F.G. Purington 20th Sept.

Lyra 4,417 G.V. Williams 29th Sept.

Shawmut 9,606 E.V. Roberts 24th Oct.

Tremont 9,606 T.W. Garlick.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold-storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 27th August, 1906.

Hongkong, 27th August, 1906.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOBIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$10,000,000 \$250,000 \$12,735 \$150,000 }	\$17,247 1/2	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906 }	5 1/2 %	{ \$835 London 2/6 1/2 ex div }
National Bank of China, Limited	99,925	£7	£6	{ \$1,000,000 \$147,895 }	\$74,099	\$2 (London 3/6) for 1903	...	\$47
MARINE INSURANCES.								
Anton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$147,895 }	\$211,540	\$20 for 1904	6 1/2 %	\$325
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000 }	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 8 1/2 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$400,000 \$331,131 \$1,153,844 \$569,279 \$800,000 \$61,278 \$15,527 \$1,000,000 \$229,488 \$1,220,928 }	\$7,227 1/2	Interim div. of 1/3 for 1905	4 1/2 %	\$785
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$250,000 \$1,220,928 }	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$275 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$250,000 \$1,220,928 }	\$344,098	\$6 for 1904	6 1/2 %	\$93 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$250,000 \$1,220,928 }	\$422,618	\$25 for 1904	7 1/2 %	\$330 sales
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$6,000 \$254,638 \$88,941 \$1,000,000 \$500,000 \$144,386 \$120,000 \$280,958 \$3,999 }	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$24 buyers
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$1,000,000 \$250,000 \$1,220,928 }	\$1,078,15	\$3 1/2 for year ended 30/6/1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$250,000 \$1,220,928 }	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$28 buyers
Indo-China Steam Navigation Company, Limited	100,000	£10	£10	{ \$1,000,000 \$250,000 \$1,220,928 }	\$2,452	10/- @ ex. 2/1 9/16 = \$1.69	6 1/2 %	\$74 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 40,000 Tls. 20,000 Tls. 10,000 Tls. 5,000 Tls. 2,500 Tls. 1,250 Tls. 625 Tls. 312 1/2 Tls. 156 1/4 Tls. 78 1/8 Tls. 39 3/16 Tls. 19 3/8 Tls. 9 3/4 Tls. 4 3/4 Tls. 3/4 Tls. 3/8 Tls. 3/16 Tls. 3/32 Tls. 1/16 Tls. 1/32 Tls. 1/64 Tls. 1/128 Tls. 1/256 Tls. 1/512 Tls. 1/1024 Tls. 1/2048 Tls. 1/4096 Tls. 1/8192 Tls. 1/16384 Tls. 1/32768 Tls. 1/65536 Tls. 1/131072 Tls. 1/262144 Tls. 1/524288 Tls. 1/1048576 Tls. 1/2097152 Tls. 1/4194304 Tls. 1/8388608 Tls. 1/16777216 Tls. 1/33554432 Tls. 1/67108864 Tls. 1/134217728 Tls. 1/268435456 Tls. 1/536870912 Tls. 1/1073741824 Tls. 1/2147483648 Tls. 1/4294967296 Tls. 1/8589934592 Tls. 1/17179869184 Tls. 1/34359738368 Tls. 1/68719476736 Tls. 1/137438953472 Tls. 1/274877906944 Tls. 1/549755813888 Tls. 1/1099511627776 Tls. 1/2199023255552 Tls. 1/4398046511104 Tls. 1/8796093022208 Tls. 1/17592186044416 Tls. 1/35184372088832 Tls. 1/70368744177664 Tls. 1/140737488355328 Tls. 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1/9671406556917033397649408 Tls. 1/19342813113834066795298816 Tls. 1/38685626227668133590597632 Tls. 1/77371252455336267181195264 Tls. 1/154742504910672534362390528 Tls. 1/309485009821345068724781056 Tls. 1/618970019642690137449562112 Tls. 1/1237940039285380274899244224 Tls. 1/2475880078570760549798488448 Tls. 1/4951760157141521099596976896 Tls. 1/9903520314283042199193953792 Tls. 1/19807040628566084398387907584 Tls. 1/39614081257132168796775815168 Tls. 1/79228162514264337593551630336 Tls. 1/158456325028528675187103260672 Tls. 1/316912650057057350374206521344 Tls. 1/633825300114114700748413042688 Tls. 1/1267650600228229401496826085376 Tls. 1/2535301200456458802993652170752 Tls. 1/5070602400912917605987304341504 Tls. 1/10141204801825835211974608683008 Tls. 1/20282409603651670423949217366016 Tls. 1/40564819207303340847898434732032 Tls. 1/81129638414606681695796869464064 Tls. 1/162259276292133363391593738928128 Tls. 1/324518552584266726783187477856256 Tls. 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